

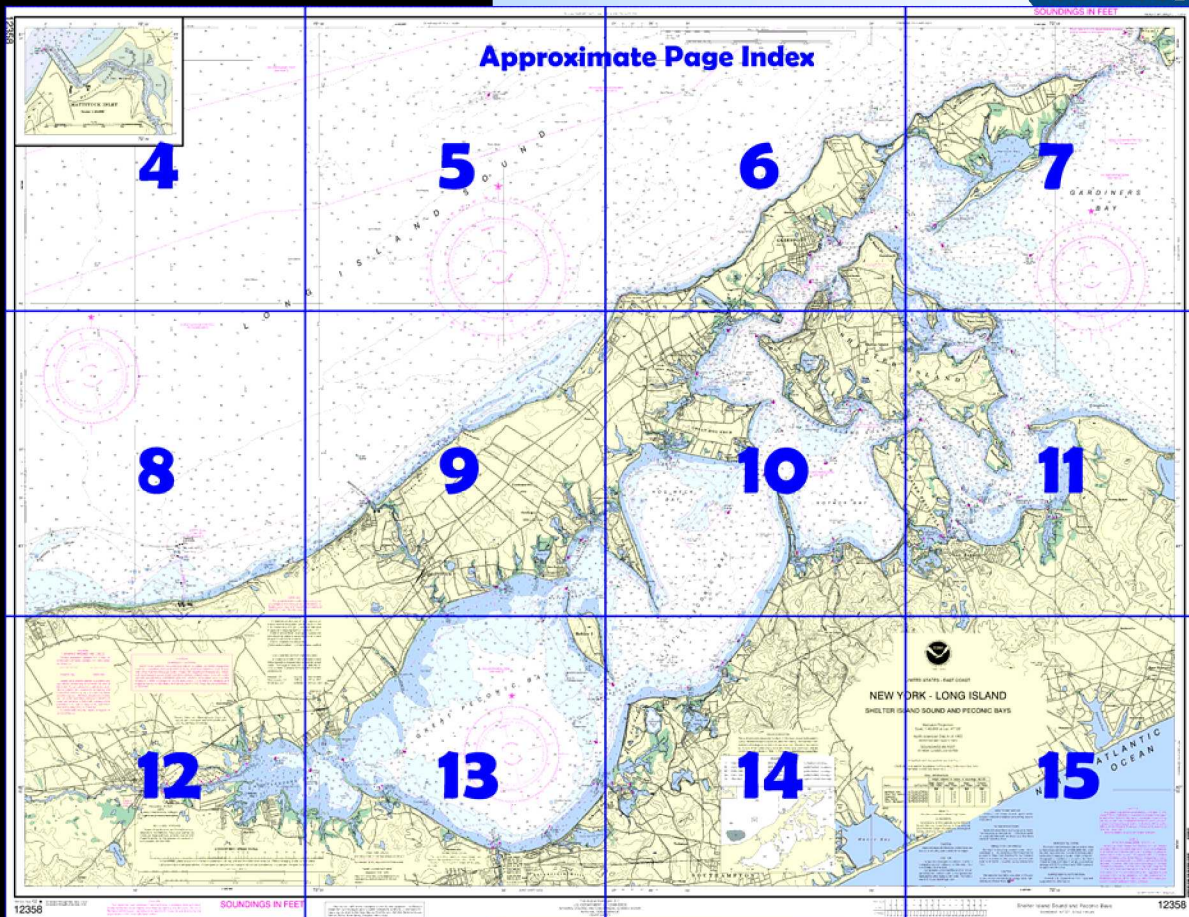
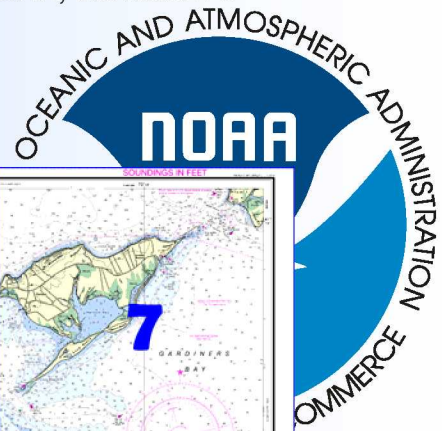
BookletChartTM

New York Long Island Shelter Island Sound and Peconic Bays ***(NOAA Chart 12358)***



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 7 excerpts]

(141) A depth of about 26 feet can be carried through the channel north of **Shelter Island** and through **Little Peconic Bay** as far as Robins Island, and about 13 feet through the channel south of Shelter Island. Across the bar between Little and Great Peconic Bays about 13 feet can be carried. With local knowledge greater depths can be carried in the channels and across the bar. A depth of about 6 feet can be taken to South Jamesport and Riverhead.

(142) The **tidal currents** have considerable velocity wherever the channel is narrowed. The velocity in the narrower places is about 1.8 knots.

(144) Diesel fuel, gasoline, ice, water, marine supplies, and other provisions can best be obtained at Greenport and Sag Harbor. Several boatyards, shipyards, marine railways, and enclosed basins with excellent repair facilities are at Greenport.

(147) The entrance to **Coeclles Harbor** is at the south end of Ram Head; the channel is marked by private seasonal buoys and a private seasonal light. In April 1996, the reported controlling depth in the privately maintained entrance channel was 8 feet. The **speed limit** is 5 mph. A marina and boatyard are in the harbor. A mobile hoist at the boatyard can haul out craft up to 35 tons; gasoline, water, ice, diesel fuel, marine supplies, sewage pumpout, berths, guest moorings, storage facilities, and complete engine and hull repairs are available. In June 1981, a reported depth of 5½ feet could be carried to the marina and boatyard.

(160) Small-craft facilities at Greenport can provide berths, electricity, gasoline, diesel fuel, water, ice, storage, marine supplies, and hull and engine repairs. The largest marine railway, at a shipbuilding company at the southeast end of the waterfront, can handle craft up to 500 tons and 15 feet in draft. Mobile hoists to 50 tons are available. A well-equipped machine shop is also in the town.

(162) **Dering Harbor**, southward of Greenport and at the northwest end of Shelter Island, is a favorite anchorage for yachts and motorboats. The entrance to the harbor, marked by private buoys, is partially constricted by a disposal area in about midentrance and shoal area with a reported depth of 4 feet in June 1981 that extends from the southwestern entrance point to near the disposal area; caution is advised. In April 1989, it was reported that about 10 feet could be carried into the harbor with local knowledge. Depths of 10 to 14 feet are available in the central part of the harbor, with much lesser depths around the edges. Moorings and float landings for small craft are in the bight at the southwest end of the harbor. Vessels too large to enter can anchor outside the harbor in depths of 14 to 30 feet. The **speed limit** is 5 mph. Small-craft facilities, on the west side of the harbor, can provide berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, sewage pumpout, and hull and outboard engine repairs. A launching ramp is also available. **Shelter Island Heights** is on the southwestern side of Dering Harbor.

(164) **Conkling Point**, on the north shore 1 mile southwestward of Fanning Point, is low and sandy at the end and has deep water as close as 150 yards. A marina on the southwest side of the point had a reported depth of 5½ feet in the approach in July 1981. Berths, electricity, gasoline, marine supplies, storage, a launching ramp, and a 30-ton mobile hoist are available. Hull and engine repairs can be made.

(171) There are several small-craft facilities on the creeks and along the west shore of **Southold Bay** from Paradise Point to Conkling Point. Berths, electricity, gasoline, water, ice, marine supplies, launching ramps, storage, lifts, and cranes are available. Provisions can be obtained at Southold.

(173) The channel south of Shelter Island has numerous shoals, but is easily followed by vessels of 13 feet or less draft when the buoys can be seen. The channel is used by vessels going to Sag Harbor. Vessels operating between Greenport and Sag Harbor prefer the inside route around the western end of Shelter Island. The **tidal current** in the channel between Shelter Island and North Haven Peninsula has a velocity of about 2.4 knots. The approach from Gardiners Bay is across a shoal or bar which extends in a southeasterly direction from Ram Head to the south shore, the depths on which vary from 7 to 11 feet about 1.6 miles from Ram Head, and thence 13 to 17 feet to the buoys which mark the entrance.

(182) In July 1974, the dredged channel into **Sag Harbor** had a controlling depth of 8 feet (10 feet at midchannel) through the entrance to the turning basin, 9 feet in the turning basin, 5 feet in the southerly anchorage area, and 7 feet in the main anchorage area. In 1991, the channel was no longer being maintained. The channel to **Sag Harbor Cove** is about 8 feet deep; this channel and the cove are marked by private seasonal lights and buoys. A fixed bridge at the entrance has a clearance of 21 feet. Berths, electricity, gasoline, diesel fuel, storage, marine supplies, water, ice, launching ramps, and complete engine, hull, rigging, and sail repairs are available at Sag Harbor; a 30-ton mobile hoist, near the inner end of the breakwater, can haul out craft up to about 60 feet.

Table of Selected Chart Notes

Corrected through NM Apr. 12/08
Corrected through LNM Apr. 1/08

HEIGHTS

Heights in feet above Mean High Water.

PLANE COORDINATE GRID

(based on NAD 1927)
New York State Grid, Long Island zone, is indicated by dashed ticks at 20,000 foot intervals.

Mercator Projection

Scale 1:40,000 at Lat. 41° 02'

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.


AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359" northward and 1.694" eastward to agree with this chart.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: 
Submerged piling may exist in these areas.


SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on New York Marine Police Cruisers while underway in the coastal and inland waters of Suffolk County, Long Island New York.



AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Meriden, CT	WXJ-42	162.40 MHz
New London, CT	KHB-47	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.


NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, New York.
Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: 

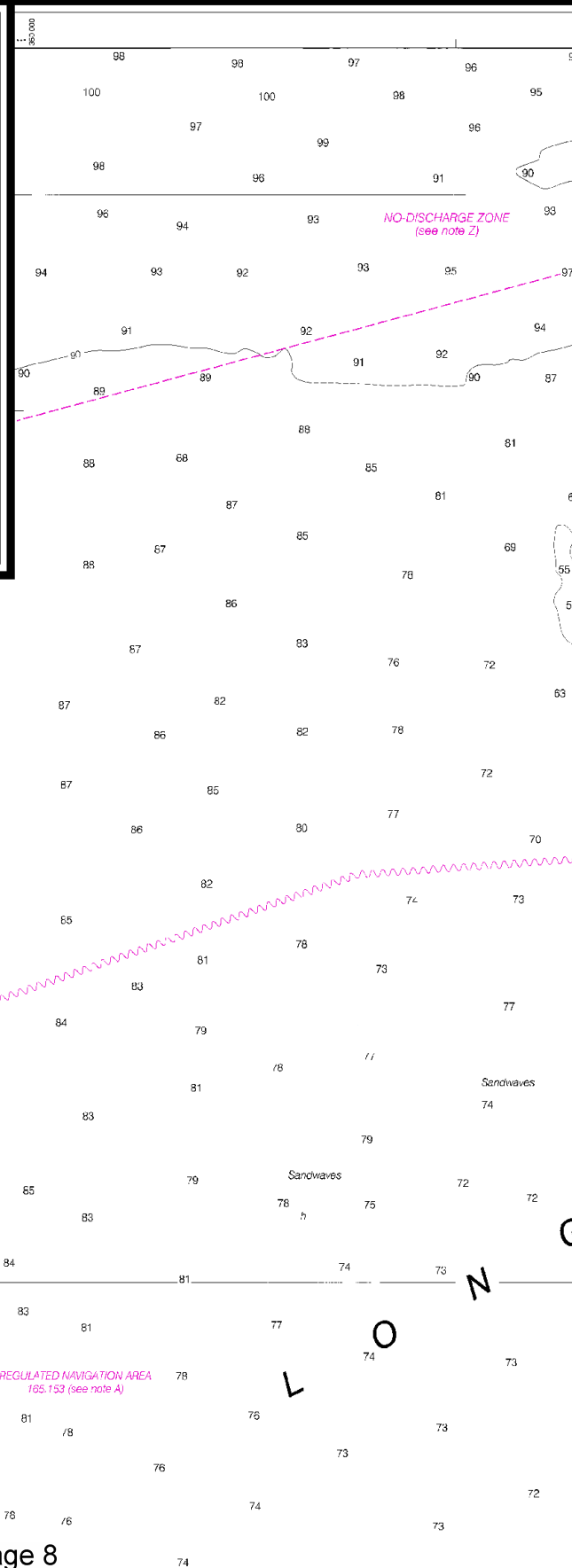
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAUTION

CHANGES IN BUOYAGE
Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.



Joins page 8

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

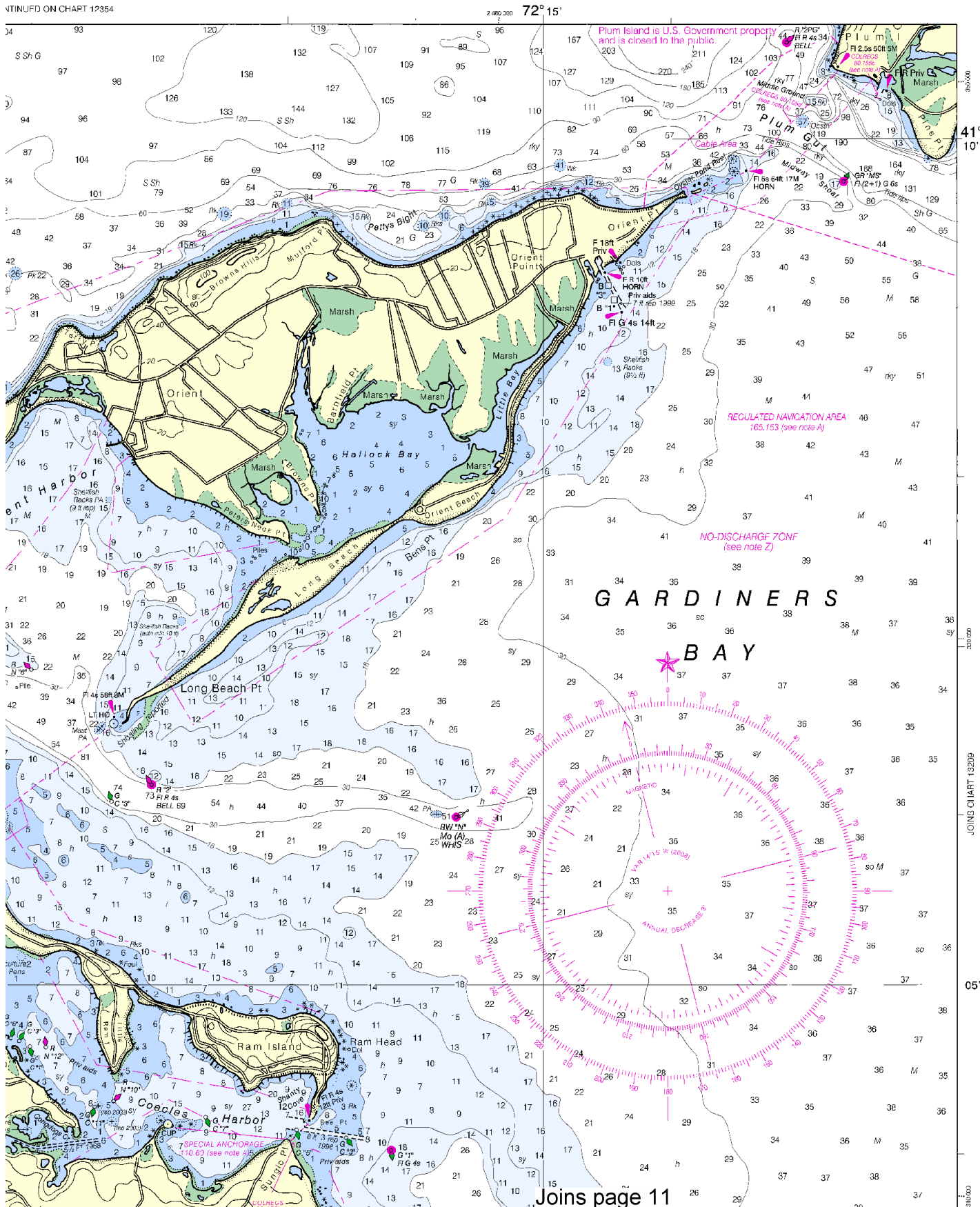
See Note on page 5.



North

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

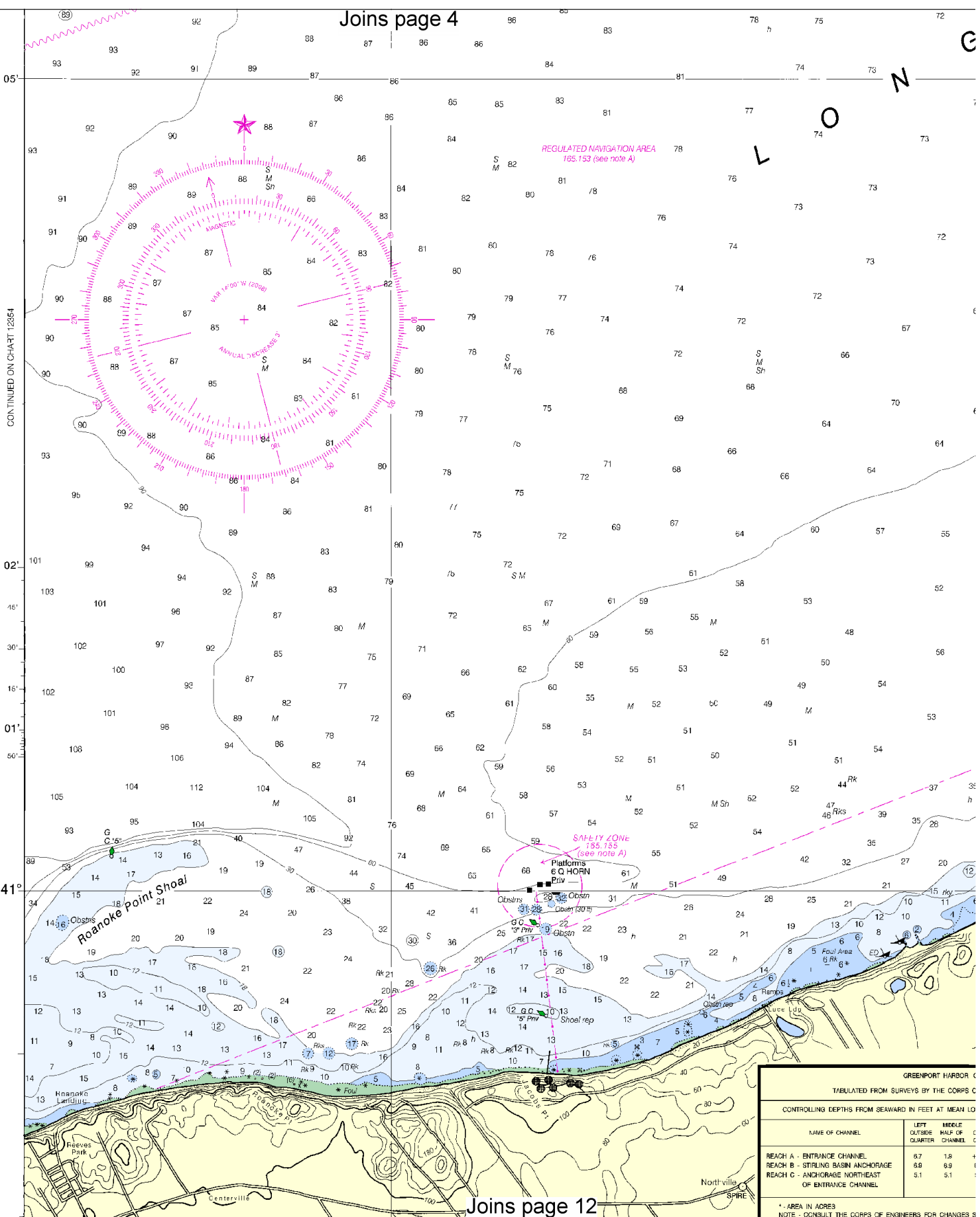
NTINUED ON CHART 12354



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,
 NGA Weekly Notice to Mariners: 0711 2/12/2011,
 Canadian Coast Guard Notice to Mariners: 0810 8/27/2010.

CONTINUED ON CHART 12364



GREENPORT HARBOR C
TABULATED FROM SURVEYS BY THE CORPS C

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LO

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT INSIDE QUARTER
REACH A - ENTRANCE CHANNEL	6.7	1.5	+
REACH B - STIRLING BASIN ANCHORAGE	8.0	6.9	+
REACH C - ANCHORAGE NORTHEAST OF ENTRANCE CHANNEL	5.1	5.1	+

* - AREA IN ADRES
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES S

Joins page 12

8

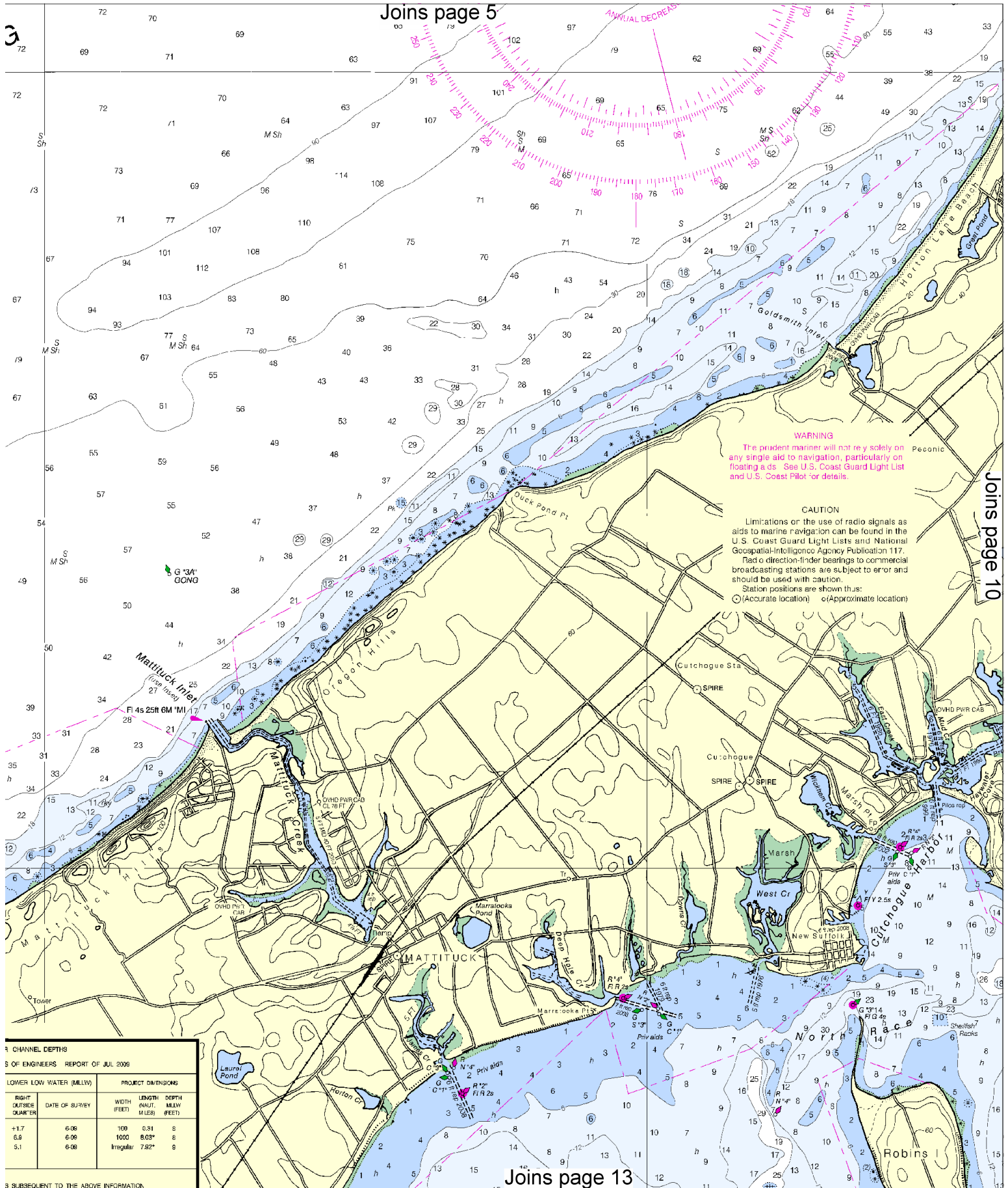


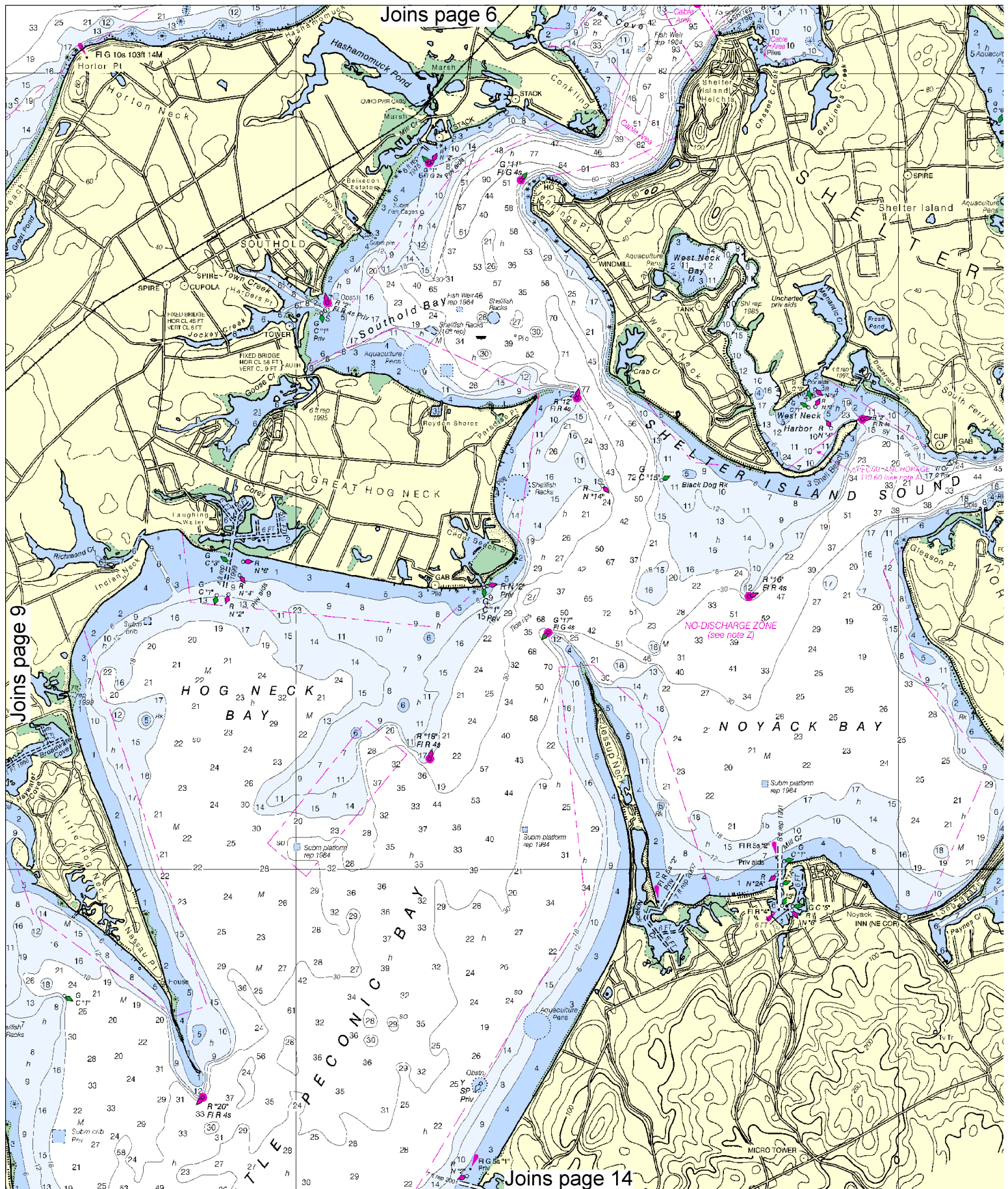
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







10



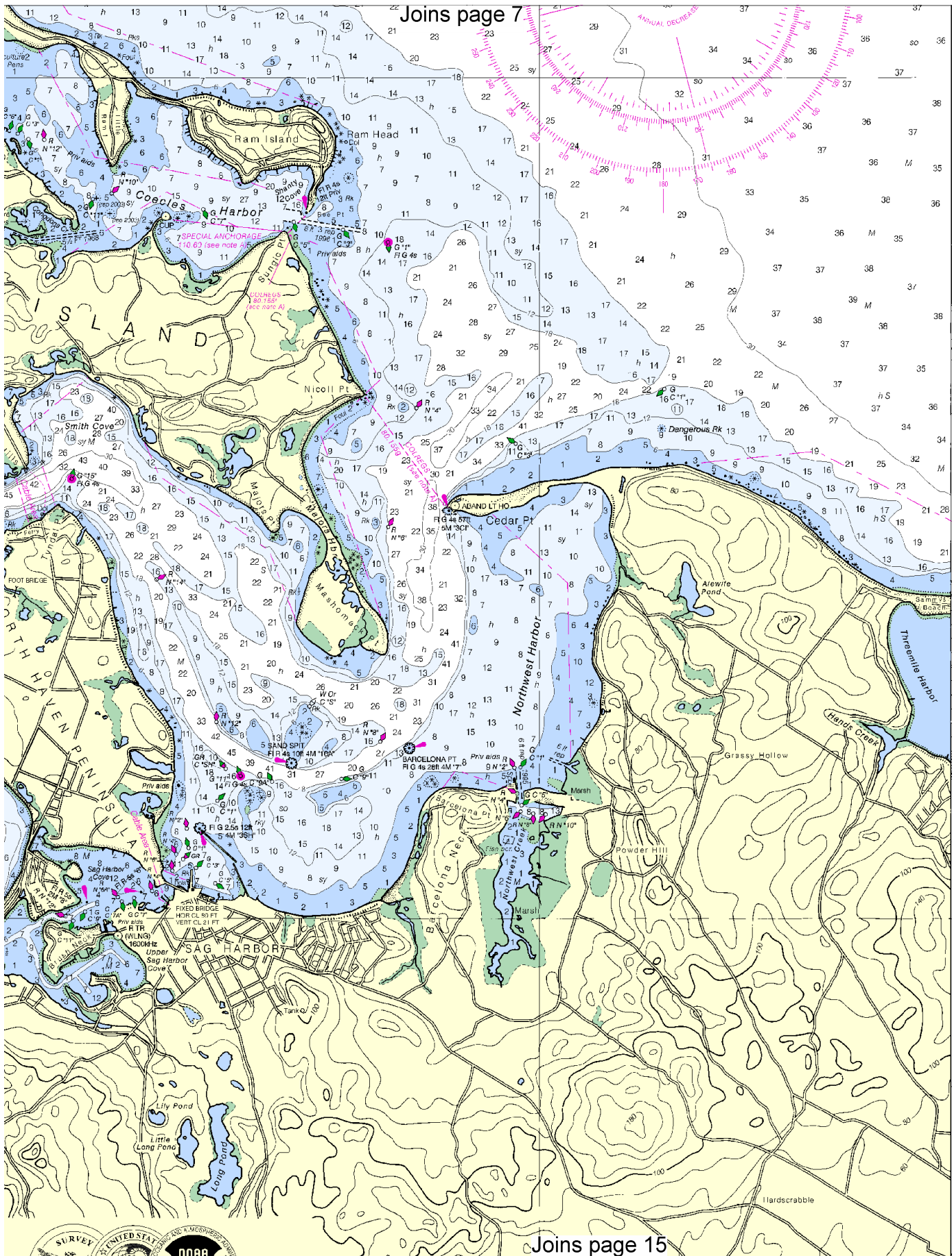
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 7



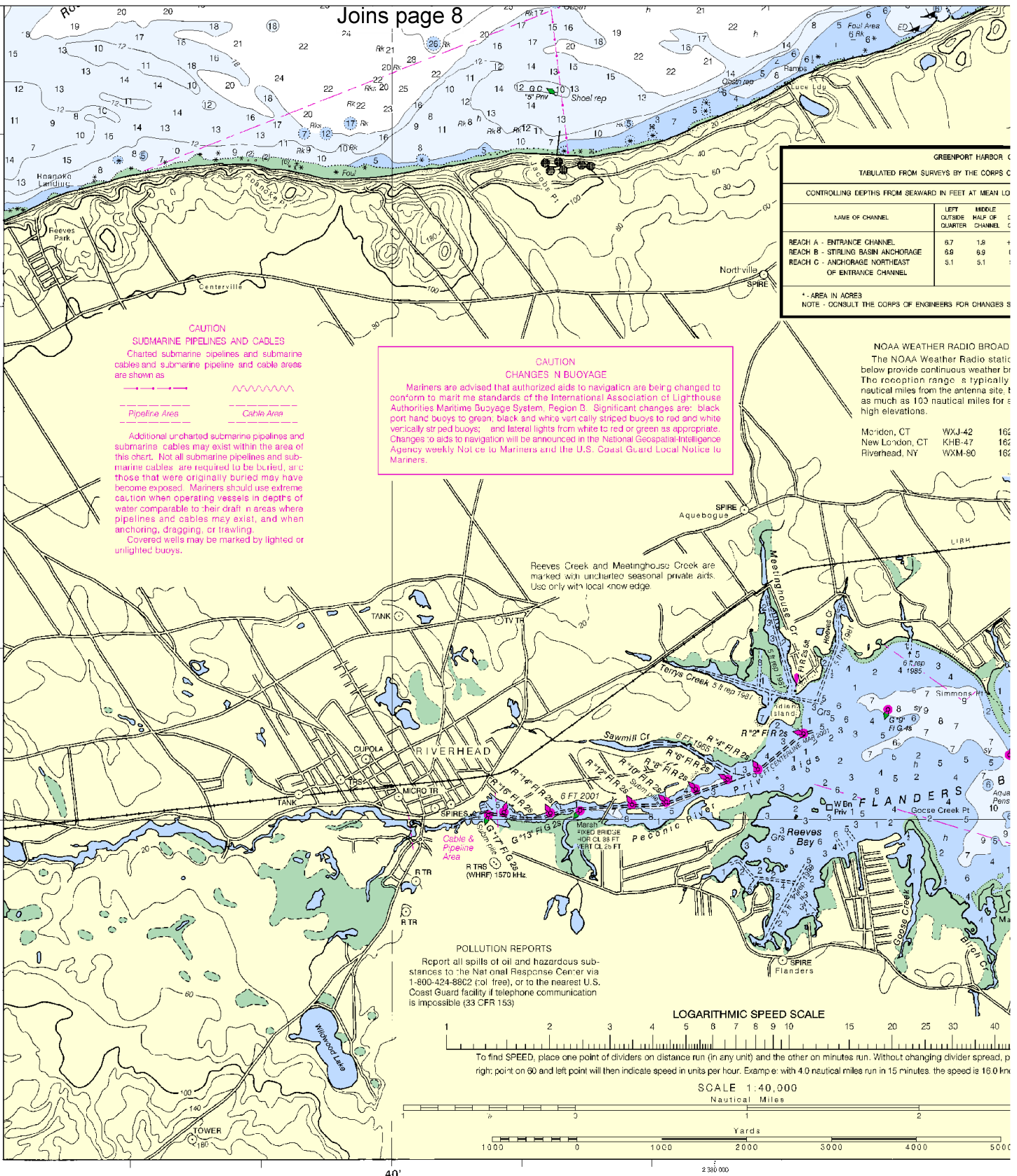
05'

02'

01'

41°

Joins page 15



20th Ed. Apr. / 08 ■ Corrected through NM Apr. 12/08
Corrected through LNM Apr. 1/08

12358

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notices to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov

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12



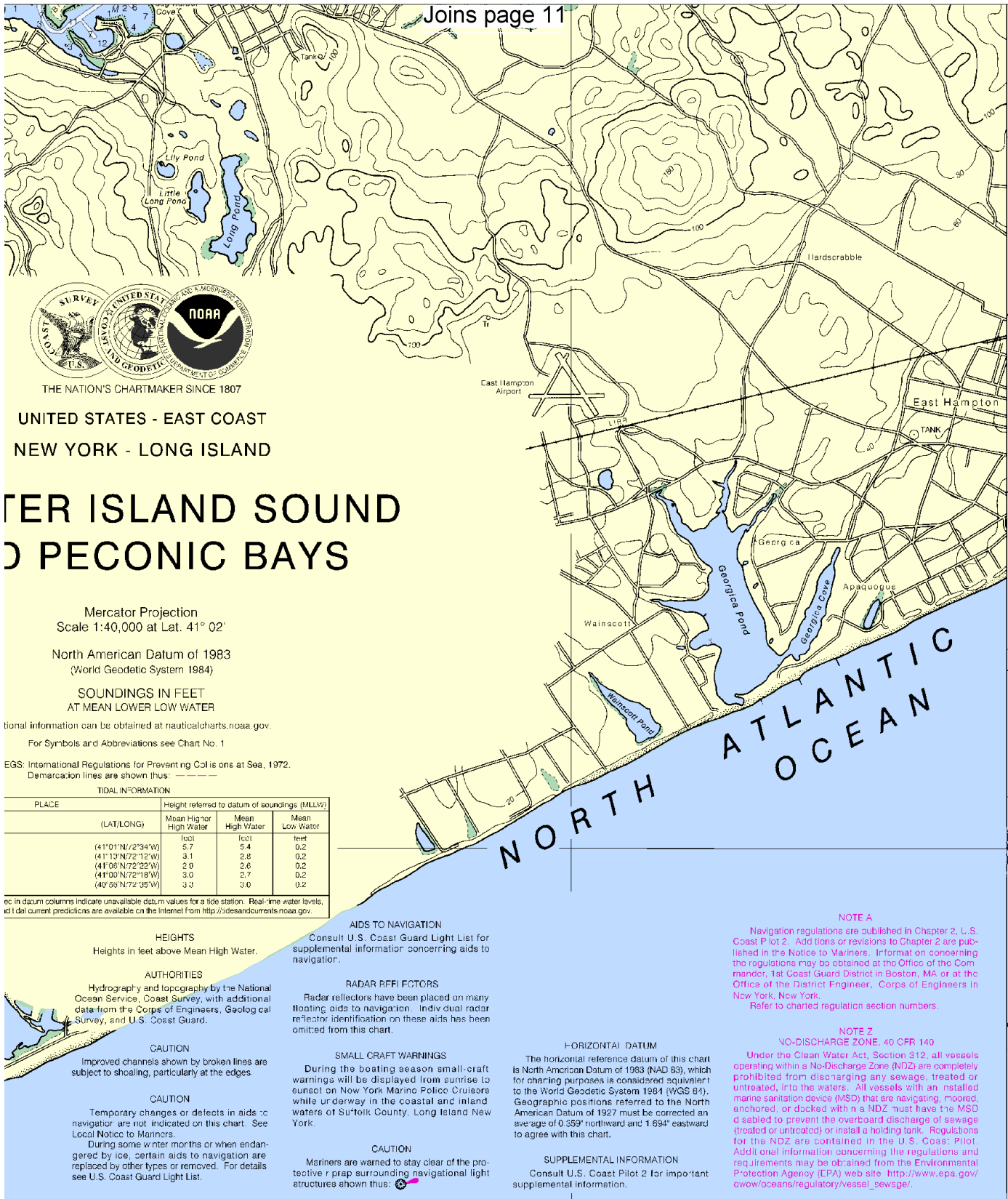
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



FAIH CMS
FEET
METERS



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW YORK - LONG ISLAND

SHELTER ISLAND SOUND AND PECONIC BAYS

Mercator Projection
Scale 1:40,000 at Lat. 41° 02'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

EGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

TIDAL INFORMATION			
PLACE	Height referred to datum of soundings (MLLW)		
(LAT/LONG)	Mean High High Water	Mean High Water	Mean Low Water
(41°01'N/23°34'W)	5.7	5.4	0.2
(41°13'N/72°12'W)	3.1	2.8	0.2
(41°08'N/72°22'W)	2.9	2.6	0.2
(41°00'N/72°18'W)	3.0	2.7	0.2
(40°58'N/72°35'W)	3.3	3.0	0.2

Each datum column indicates unavailable datum values for a tide station. Real-time water levels and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on New York Marine Police Cruisers while underway in the coastal and inland waters of Suffolk County, Long Island New York.

CAUTION

Mariners are warned to stay clear of the protective prap surrounding navigational light structures shown thus: ---

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359' northward and 1.694' eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, New York.
Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



2481000

72°15'

(minor readings 31.74cm NS, x 100 30cm EW.)

Shelter Island Sound and Peconic Bays
SOUNDINGS IN FEET - SCALE 1:40,000

12358



NSN 7642014010384
NGA REFERENCE NO. 12XHA12358



NSN 7642014010384
NGA REFERENCE NO. 12XHA12358

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard New Haven – 203-468-4401

Coast Guard New London – 860-442-4471

Coast Guard Montauk – 631-668-2773

Environmental Protection Spec – 203-468-4520

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.